

Attendance of the April 21, 2004 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale and Associates
Baldwin, Hon. Harry	City of San Gabriel
Barton, Lee	Caltrans-Research
Bates, Hon. Ron	City of Los Alamitos
Brown, Hon. Arthur C.	City of Buena Park
Cartwright, Kerry	Port of Long Beach
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
Green, Gary	Caltrans District 8
Guss, Ron	California Trucking Association
Hanson, Matt	Caltrans - Research
Havens, Alan	
Hicks, Gill	Gill Hicks and Associates
Kumar, Vin	Caltrans District 7
Lai, Sue	Port of Los Angeles
Lopez, Ernest	SCAQMD
Martinez, Guillermo	Port of Los Angeles
Mosby, Bill	Caltrans District 8
Paul, Brian	SRAR
Pettis, Hon. Greg	City of Cathedral City
Rodriguez, Alfonso	URS
Rodriguez, Dilara	Caltrans
Smith, Steve	SANBAG
Weiss, Judy	Don Breazeale and Associates
White, Nancy	CHP
Williams, Stephanie	California Trucking Association

SCAG Staff

Griffin, Mark
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, APRIL 21, 2004**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the March 17, 2004 Minutes

Motion to approve the minutes was seconded and approved with no objections and two abstentions.

4.0 PRESENTATION OF CERTIFICATE OF APPRECIATION

Mr. Alan Havens was presented a Certificate of Appreciation for his service to SCAG.

5.0 INFORMATION ITEMS

5.1 Update on CTA sponsored State Legislation

Ms. Stephanie Williams, California Trucking Association (CTA), presented this item. She noted that in the past two years, the CTA has been working to improve conditions for trucking through legislation. For example, the CTA was successful in getting the Lowenthal idling bill passed, which required that trucks could not idle outside of a marine terminal in excess of 30 minutes. Also, the roadability bill was passed, which took fines off of chassis owner and placed it on cargo owner. The CTA also attempted to initiate a third piece of legislation that would have required terminals to weigh trucks inside the terminals but did not have the resources to do so.

In terms of future legislation, one of the CTA's goals is to ensure profitability in the trucking industry. As a result, the industry will be

seeking antitrust immunity to discuss rates with the USDOT and Federal Maritime Commission. The CTA will also continue to pursue the implementation of weigh stations inside ports or terminals.

5.2 Presentation on the I-710 Virtual Weigh Station

Mr. Matt Hanson, Caltrans, presented this item. Like a conventional weigh station, the virtual weigh station would weigh trucks to ensure compliance to weight limits. However, unlike a conventional weigh station the virtual weigh station would have sensors along the mixed-flow lanes to weigh trucks and would not require trucks to pull into a weigh station. Virtual weigh stations could enforce weight limits either by photographing violating trucks and transferring those images to the CHP to pull the truck over, or by mailing the truck a warning or a ticket. Virtual weigh stations can also be configured to collect data on vehicle traffic counts.

One of the main reasons virtual weigh stations are being considered by Caltrans is cost. Replacement of a weigh station/commercial vehicle enforcement facility can cost at least \$300 million, and in many cases more. Given the current state budget, it may not be possible to construct many weigh stations at that cost. Second, having trucks enter and exit the weigh station can cause additional congestion and safety problems because trucks are required to slow down, merge into the right lanes, enter the facility, then merge back into traffic upon exiting the facility. Finally, weigh stations are being examined by Caltrans because in many locations where weigh stations are needed sufficient right-of-way is not available to construct the station and as a result alternatives must be developed.

However, virtual weigh stations will never completely replace true commercial vehicle enforcement facilities because of the need to physically inspect trucks, perform safety checks, etc.

Ms. Stephanie Williams, California Trucking Association, argued that containers are often overloaded at their point of origin. As a result, trucks will transport the container and be over the weight limit and face fines from the CHP. She suggested that weigh stations need to be located inside the marine terminals so that overloaded trucks would be stopped before they travel on the roadway network.

5.3 Update on the Southern California Logistics Airport

Mr. Dougall Egan presented this item. The Southern California Logistics Airport (SCLA), formerly known as George Air Force Base, is located in Victorville, CA and has access to the US-395, I-15, and SR-18 freeways, and to the major rail lines in the region. Now specializing in air cargo and

logistics, the airport has been successful in attracting companies such as General Electric, Boeing, Pratt and Whitney, and United Technologies.

A variety of functions are performed at the airport, including air cargo, aircraft maintenance and servicing, warehousing and distribution, flight testing, and charter passenger service. The airport also works with the United States military as a point of deployment for military personnel and their equipment.

Southern California has become an important point of consolidation and distribution for goods arrive at the Ports of Los Angeles and Long Beach then either stay within or leave the region. According to SCLA, approximately 40% of goods stay within the region and 60% leave. As a result, companies continue to locate their distribution centers in the Inland Empire, which also is helping to fuel the growth of SCLA.

When asked what he saw as the most pressing transportation infrastructure needs facing the region, Mr. Egan responded that rail infrastructure improvements, such as adding track capacity in the Cajon Pass, were critical.

6.0 COMMENT PERIOD

Mr. Mark Griffin, SCAG, noted that he would like the county transportation commissions, ports, SCAG, and Caltrans to present their OWPs for the coming fiscal year at the May GMAC meeting.

7.0 NEXT MEETING

The next regular GMAC meeting will be:
Wednesday, May 19, 2004
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 ADJOURNMENT

The meeting was adjourned at 11:00am.